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The Central Area Plan

for the City of Hamilton

Prepared by The PLANNING DEPARTMENT of
The REGIONAL MUNICIPALITY of HAMILTON
WENTWORTH in conjunction with The CENTRAL
AREA PLAN ADVISORY COMMITTEE

November 1980

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Approved by Council 13 January 1981

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PART 1 — INTRODUCTION

NATURE OF THE PLAN

The purpose of the Plan is to provide a land use guide in the Central Area of the City of Hamilton from the present to the year 2001.

The Plan provides the terms of reference for public works and private initiatives in the Central Area, and functions as a standard against which the City can evaluate the appropriateness of such initiatives in relation to the long-term growth and management strategy.

It also links the broad policies of the Regional Municipality of Hamilton-Wentworth Official Plan, the City Official Plan and the specific, detailed policies of the Neighbourhood Plans as they relate to the Central Area.

In essence, the NATURE of the Central Area Plan is as follows:

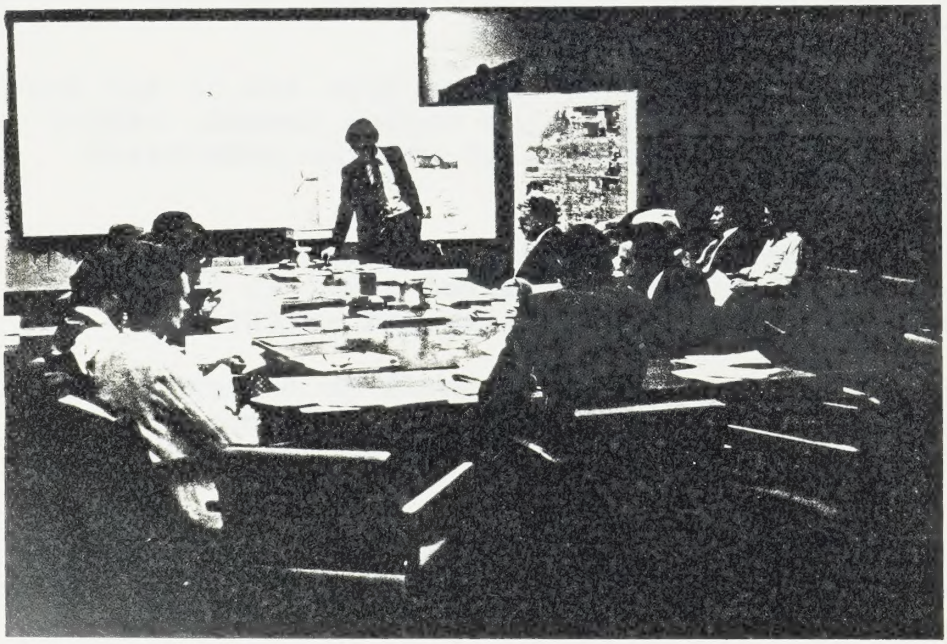
- The Plan embodies a new philosophy for the development of downtown Hamilton;
- The land use policies in the Plan are in the form of long-term goals, to be worked toward, rather than immediate steps which will be undertaken quickly;
- Many of the policies contained in the Plan will require careful and detailed study to determine their degree of feasibility and suitability;
- Adoption will not bind Council to a specific course of action, but rather, will set the stage for further investigation of ways to achieve the desired goals;
- Policies in the Plan will be used to guide Council in making decisions which affect the Central Area; and,
- The Central Area Plan will be approved only by City Council. Any amendment to the Plan will be by Council resolution.

PLAN PREPARATION

Preparation of the Central Area Plan has proceeded in three phases:

PHASE 1 - CENTRAL AREA PLAN ADVISORY COMMITTEE

Phase 1 was the participation of the Central Area Plan Advisory Committee, a committee composed of Aldermen, School Board Trustees, businessmen, various interest groups, neighbourhood organizations and citizens. The Committee heard and discussed presentations made by agencies responsible for the Central Area development pattern. Committee members also conducted their own presentations on concerns and visions of the Central Area to 2001. This Plan represents a composite of the issues and ideas brought forward at the Committee Meetings.

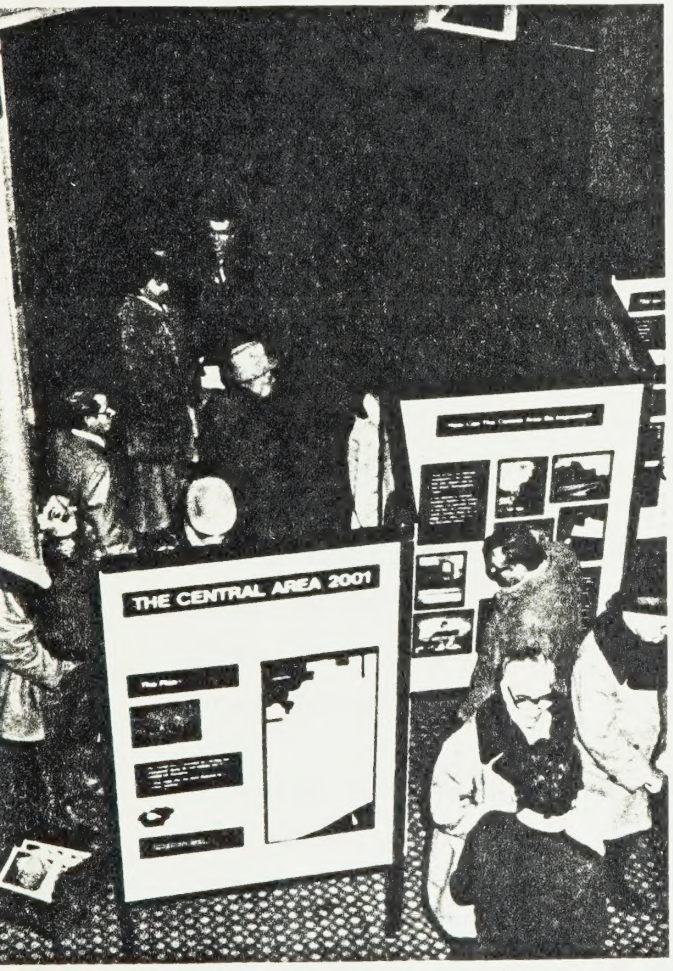


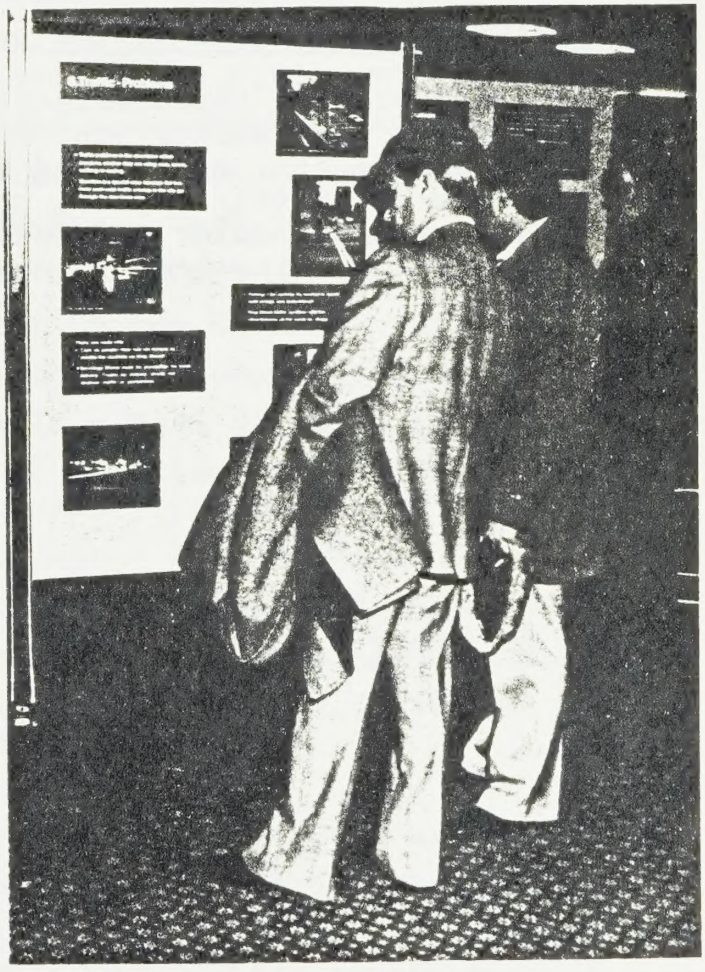
At the final meetings, an overall growth and development strategy was agreed on which served to provide a theme and context for policy formulation. The policies are designed to resolve the issues and concerns raised by the Committee at the meetings, and provide a systematic train of events which, in the end, will achieve the desired intentions.

The Plan of the Advisory Committee was prepared in October, 1979, and presented to the City Planning and Development Committee in December, 1979.

PHASE 2 - PUBLIC PARTICIPATION

Phase 2 was the public participation process. This included the Central Area Plan display over three days at Jackson Square. The display, consisting of information panels, slide show, brochure with questionnaire and attendance by Planning staff, was visited by an estimated 1,200 people over the three-day period. A subsequent display at Canada Trust on King Street East attracted another 300 viewers.





Over 200 questionniares were returned. The questionnaire response, together with the submissions of various departments and agencies, were used not only to gauge the

degree of acceptability of the Plan, but also, to revise, clarify and elaborate various policies in an effort to improve the final product. The Plan, and suggested revisions resulting from the public participation process, were presented to the City Planning and Development Committee on 18 June 1980.

PHASE 3 - ADOPTION BY PLANNING COMMITTEE AND COUNCIL

Phase 3 represents adoption of the Central Area Plan by the Planning and Development Committee and Council. Adoption of the Plan sets the stage for the implementation phase. The Planning and Development Committee adopted the Plan on 18 June 1980.

PHASE 4 - IMPLEMENTATION

Phase 4 will be implementation of the various policies in the Plan. Implementation can take many forms, from official plan amendments, zoning and site plan control, through to studies on traffic impact, cosmetic improvements and pedestrian/vehicular separation. Suggestions for implementation are included in some of the policies.

ACKNOWLEDGEMENT

This Plan is based on a plan dated October, 1979, prepared by the Central Area Plan Advisory Committee (CAPAC).

THE CENTRAL AREA PLAN ADVISORY COMMITTEE

MEMBERS

Percy Barnett	-	Hamilton and District Home Builders Association
Sandi Bell	-	Hamilton Board of Education Trustee
Bruce Berglund	-	Local Architectural Conservation Advisory Committee
Steven Dwyer	-	Hamilton and District Labour Council - United Senior Citizens' Committee
Russell Elman	-	Durand Neighbourhood Association
Suzanne Finn	-	Status of Women Committee
Ed Fisher	-	Alderman - Ward 2
Pat Ford	-	Alderman - Ward 3
Charles Forsyth	-	First United Church
Wilfred Gerofsky	-	Downtown Business Association
Ron Hayes	-	Hamilton Real Estate Board
Grant Head	-	Local Architectural Conservation Advisory Committee
Brian Hinkley	-	Alderman - Ward 3
Shirley Hmiel	-	Stinson Neighbourhood Resident
Joan Jeffries	-	North End Residents Association
Fred Jones	-	Wellington and Mary Business Association
William McCulloch	-	Alderman - Ward 2
Tim McKay	-	Hamilton Real Estate Board
John Nolan	-	Hamilton and District Chamber of Commerce
Kay Nolan	-	Hamilton-Wentworth Roman Catholic Separate School Board
Bruce Rankin	-	Ontario Association of Architects
Ian Scott	-	Hamilton Trucking Council
Ron Smith	-	Hamilton Automobile Club
Peter Steckenreiter	-	Social Planning and Research Council
John Vedell	-	Family Services of Hamilton-Wentworth
Lillian Vine	-	Hamilton Board of Education Trustee

The Central Area Plan was co-ordinated by the Neighbourhood and Area Plans Section of the Local Planning Division, Regional Municipality of Hamilton-Wentworth, Planning and Development Department. Modifications were made to the CAPAC Plan by the Planning and Development Committee.

ASSUMPTIONS

The Central Area Plan is based on several assumptions emanating from the Regional Official Plan. These assumptions set the framework for policy formulation by defining the anticipated function and character of the Central Area, the growth strategy and the Central Area's relationship to the rest of the City and the Region.

Specifically, the assumptions are:

- The Central Area is to be the Commercial/Employment Centre of the Hamilton-Wentworth Region. As such, it will function as a multi-use area with a focus of retail, office, light manufacturing, institutional and residential uses serving people within and outside the Region;
- There will be a major increase in the employment population by 2001; and,
- The supporting social, community and health services will be provided as required.

PREAMBLE

A NEW PHILOSOPHY

The Central Area is that portion of the City of Hamilton bounded by the Bay, Queen Street, the Escarpment and Victoria Avenue. Because of its strategic importance to the health, image and prosperity of the entire Region, the Central Area has been examined as a separate entity in this Study.

In the Regional Official Plan, central Hamilton is designated as the Regional Centre - a multi-use area combining commercial, manufacturing, residential and service functions with a high employment population. In order for this to materialize, substantial new development will be required in the Central Area.

The nucleus of this new development has been provided through the Civic Square Redevelopment Project - a multi-million dollar, multi-use scheme financed by three government levels. It was intended to revitalize downtown Hamilton and present a modern and attractive image for the City.

Begun in 1970 and now nearing completion, the Redevelopment Project has provided key image-boosting attractions such as Hamilton Place, the Library and the Art Gallery. Equally important has been the commercial development of Jackson Square. However, even with Jackson Square, private commercial development in the downtown has been slow in materializing. This may be a reflection of the national economic climate, but there are undoubtedly ways and means by which the City could alter the situation too. Along with the considerable public investment in the downtown, it would appear that additional incentives are now required to attract a comparable amount of private investment.

Private investment cannot be attracted to an area simply by designating lands for the desired use in land use plans. This has been the approach taken by the City, perhaps as a result of the high growth forecasts of the 1950's and 60's, before the energy crisis and passing of the baby boom. For example, it is estimated that existing zoning in the downtown [illegible] would permit the development of over 35 million square [illegible] of commercial floorspace. The existing commercial [illegible] space is some 2.3 million square feet or 7% of that [illegible].

Development policies are of no value if development is not forthcoming. Stronger incentives are required than merely designating and zoning lands for the desired use.

This Plan takes a different approach based on the understanding that indirect inducements and incentives to private investors and consumers (and the resulting decisions, investments and consumption patterns) are often far more powerful than providing direct government services.

The Civic Square Redevelopment Project has provided the "seed" for major new commercial ventures in the downtown. This Plan outlines new and different stimuli, both private and public, to build on that foundation so that downtown development expands and strengthens the City's image and material well-being in the process.

Generally, this will include:

- added priority for the Central Area in terms of planning, development and promotion;
- an increase in the resident population;
- new development directed to King Street East, with major development nodes first at Catharine Street and second, at Wellington Street;
- diversion of through-traffic away from the downtown;
- mixed-use development north of Main Street;
- energy consciousness in land use form;
- urban design, architectural considerations and energy conservation in building location, content and style; and,
- emphasis on the human-scale and people orientation in land use, building and amenities.

In summary, this Plan details a strategy for development. It provides the scenario and necessities to foment growth. An attractive, lively, human-scale environment with the physical, social and human infrastructure in place will both improve the downtown quality of life, draw people to the area, and thus, encourage the private sector to expand the residential, commercial and industrial sectors. At the same time, the Plan attempts to make the downtown more efficient by recommending the appropriate balance among the various elements comprising the development pattern. It is this approach, concentrating on desired development, the environment, the services and their inter-relationships, which makes this Plan so important for the future of the Central Area of Hamilton.

PART 2 — POLICIES

LAND USES

COMMERCIAL

Downtown Hamilton already functions as, and historically has been, the primary concentration of retail activity and office development within the City and area.

In the Regional Official Plan, downtown Hamilton is noted as the regional centre whose employment population will substantially increase by 2001. To meet this challenge, a concentrated effort will be required to attract new commercial development, people and facilities to the Central Area. Of prime importance is the creation of an attractive, vibrant, human-scale environment to make the area desirable for further growth. In addition, the transportation and service infrastructure will be upgraded and realigned in accordance with the new priorities.

It is the general intent of this Plan that the function of the Central Area as the primary regional employment centre be intensified to maximize the advantages of commercial uses in close proximity and to provide a healthy, competitive environment for business and commerce. In particular, the special attributes and features of the downtown core will be promoted in accordance with its designation in the Regional Official Plan as the regional centre. It is intended that it maintain and enhance its paramount commercial function in the Region, regardless of developments in the designated sub-regional centres.

To achieve this, it is the intent of this Plan to promote downtown Hamilton as the Regional Centre for functions fostering high employment opportunities within the area. To do this, the Plan encourages a wide range of retail outlets, including full-line and junior department stores, specialty, food and general merchandise stores in the Central Area, and particularly, the downtown. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate firms serving Region-wide or specialized interests in downtown Hamilton. It also promotes combined retail/office buildings and encourages retail concentrations which serve a local, ethnic or specialized clientele.

POLICIES

1. Commercial development is permitted in the Commercial Centre, Mixed Use and Mixed Industrial/Commercial designations shown on Schedule 'A'.

Within the Commercial Centre designation, the uses permitted will generally be high-intensity, high-density commercial uses of the nature of an enclosed shopping mall, office tower or concentration of stores and offices such as Hess Village. The Commercial Centre designation will be the focus of major commercial activity.

In the Mixed Use and Mixed Industrial/Commercial designations, commercial uses will be less intense and less concentrated. Expansion of existing commercial uses and establishment of new Commercial Uses in the Mixed Use and Mixed Industrial/ Commercial designations will be in accordance with the following performance standards:

Commercial development is permitted, UNLESS:

A) Noise

i) the proposed commercial use creates anticipated outdoor sound levels at the nearest residential (or noise sensitive) property, including hospitals that may exceed 50 dBA (Leq) between 11:00 p.m. and 7:00 a.m.;

ii) the proposed commercial use creates anticipated outdoor sound levels at the nearest recreational property that may exceed 55 dBA (Leq) between 7:00 a.m. and 11:00 p.m.;

iii) the proposed commercial use creates anticipated indoor sound levels for individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc., that may exceed 45 dBA (Leq) between 7:00 a.m. and 11:00 p.m.;

iv) the proposed commercial use creates anticipated indoor shound levels for general offices, reception areas, retail shops and stores that may exceed 50 dBA (Leq) between 7:00 a.m. and 11:00 p.m.; or,

v) where sound levels already are higher than the above standards, the proposed commercial use increases ambient sound levels by 5 dBA (Leq) or more;

B) Noise Control

the commercial noise level is anticipated to exceed the limits prescribed above, in which case the commercial use shall incorporate noise control measures to attain the above limits. Such measures may include, but are not limited to, the following:

i) Noise Control at Source - selection of quieter equipment or process, installation of mufflers, acoustic enclosures, modification of equipment or process;

ii) Site Planning - orientation of buildings to direct the noise source away from the residential area, spatial separation, including setbacks and sound-insensitive land uses between commercial uses and residences;

iii) Acoustical Barriers - berms, walls, favourable topographical features, or other intervening structures;

iv) Architectural Design - blank walls, placement of windows, building height; and,

v) Construction - acoustical treatment of walls, ceilings, floors and selection of acoustical building materials;

C) Air Pollution

air pollution standards set by the Ministry of the Environment (M.E.O.) (Regulation 15) cannot be met. M.O.E. will determine if the commercial use may cause odour problems or other forms of air pollution;

D) Displacement

the commercial use will interrupt or displace viable existing residential frontage;

E) Traffic

the commercial use will create a significant increase in traffic, especially trucks, in residential areas. Major commercial uses should be located on or near main traffic routes;

F) Parking

the commercial use will create parking problems on adjacent residential streets. On-site parking should be provided, unless adequate off-street parking facilities are already available in the vicinity;

G) External Appearance and Activities

i) the commercial facility proposes on-street loading facilities. All loading facilities should be located on-site or from alleys or rear access routes;

ii) commercial uses abutting existing residential uses cannot be screened to reduce their effects;

iii) outdoor lighting, including signs, is directed away from all nearby residential districts;

iv) the scale, height, bulk and shape of the commercial facility are oppressive or in conflict with the general residential uses in the area;

v) the external appearance from the street is not in harmony with the prevailing nature of the streetscape in the vicinity. This would include setbacks and building material to coincide with same on properties in the general area; or,

vi) the commercial use involves outside storage of goods, truck loading or other outdoor activities which cannot be screened. The screening may consist of tree planting, berming, fencing, landscaping, etc.; or,

H) Servicing

the use will overload existing servicing capacities for water and/or sewage.

2. Within the Region, downtown Hamilton will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities and draw people to the area.

3. Mixed office/retail and residential buildings will be encouraged, where feasible, whenever redevelopment occurs within the Central Area. When mixed-use buildings are proposed, Council may be flexible in its by-laws regulating such developments.

4. Council will encourage full-line and junior department stores and other large retail outlets planning to situate in the City to locate in the Central Area.

5. Council will ensure that other commercial areas within the City do not jeopardize the Central Area's role as the principal retail centre in the Region. Any new commercial developments or the expansion of existing commercial centres (if greater than 100,000 square feet) will require an objective market study showing that the impact will not be detrimental to the Central Area.

6. Council will encourage head and branch offices of finance, insurance, real estate and other service firms to locate in downtown Hamilton.

7. To enhance the central commercial areas and provide an alternative focal point and activity centre to Jackson Square, major new retail/office concentrations will be directed to King Street East in the vicinity of Catharine, Ferguson and eventually, Wellington Streets, with commercial infilling between. These concentrations should provide a variety of commercial uses complementary to each other and to existing activities in the rest of the downtown.

8. Existing commercial development along James Street North and James Street South, in Hess Village, along King Street East and within Jackson Square will be solidified and expanded, based on the special attributes and characteristics of each area as follows:

   i) James Street North - area of ethnic shops and small retail establishments serving local and specialized needs;

   ii) James Street South - area of convenience stores, book shops, art galleries and associated uses serving local and specialized needs;

WNBROKERS
DIAMONDS
GOLD
FURNITURE

iii) Hess Village - area of specialized boutiques, restaurants and other shops serving tourists and other particular clientele;

iv) King Street East - area of small specialty shops, arcades, stereo and furniture stores, restaurants and other uses serving the City and Region; and,

v) Jackson Square - large enclosed shopping centre containing a variety of shops and services for the City and Region. Included in the services is the Farmers' Market, which should be given every encouragement to expand and diversify so that it is attractive for residents and visitors.

9. In order to promote, develop and enliven the downtown, Council will encourage the establishment of convenient shopping hours.

Implementation will be through study of alternatives, benefits, impact and retailer/shopper preference.

INDUSTRIAL

The Central Area has historically been the location for a variety of industrial uses. Many industries located within the Central Area wish to remain for various reasons. It is intended, therefore, that existing industrial uses which are compatible with the predominant residential and commercial uses in the area will be encouraged to remain in the Central Area. This is provided that the amenity of the other land uses is not disturbed. In addition, new industries which will not create conflicts with other land uses are encouraged to locate in the Central Area.

At the same time, it is recognized that some existing industries should be relocated or buffered to remove conflicts and ensure the long-term amenity of the area as a pleasant environment for living, shopping and working.

POLICIES

1. New industrial development will only be permitted in the Mixed Use and Mixed Industrial/Commercial designations on Schedule 'A'. The type of industry permitted and desired will be low-intensity, light industrial uses such as food processing, warehouses, manufacturing or assembly plants, laboratories and research facilities, professional and business service establishments and communications facilities or related uses.

2. New industry will be encouraged to locate in the Mixed Use and Mixed Industrial/Commercial designations in accordance with the following criteria:

   i) a) The use should be labour intensive preferably. There is a female labour supply available within the Central Area; therefore, industries utilizing this pool will be encouraged;

      b) The use should be inoffensive to neighbouring uses, especially residential. Environmental conditions and effects should be carefully assessed; and,

      c) The use should have ready access to its markets and suppliers;

   ii) The site should be readily accessible by truck and train for transport of goods and by car and public transit for access by employees;

iii) The site should be large enough for on-site parking, loading, storage, expansion and separation from adjacent uses, if required;

iv) Municipal hard services and waste disposal should be adequate, particularly if large amounts of water are required for processing; and,

v) Social services, parks and recreation facilities to serve the industrial employees should be available nearby.

3. Expansion of existing industrial uses and the establishment of new industrial uses within the Mixed Use and Mixed Industrial/Commercial designations will be in accordance with the following performance standards:

Industrial development is permitted, UNLESS:

A) Noise

i) the proposed industry creates anticipated outdoor sound levels at the nearest residential (or noise sensitive) property, including hospitals, that may exceed 50 dBA (Leq) between 11:00 p.m. and 7:00 a.m.;

ii) the proposed industry creates anticipated outdoor sound levels at the nearest recreational property that may exceed 55 dBA (Leq) between 7:00 a.m. and 11:00 p.m.;

iii) the proposed industry creates anticipated indoor sound levels for individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc., that may exceed 45 dBA (Leq) between 7:00 a.m. and 11:00 p.m.;

iv) the proposed industry creates anticipated indoor sound levels for general offices, reception areas, retail shops and stores that may exceed 50 dBA (Leq) between 7:00 a.m. and 11:00 p.m.; or,

v) where sound levels already are higher than the above standards, the proposed industrial use increases ambient sound levels by 5 dBA (Leq);

B) Noise Control

the industrial noise level is anticipated to exceed the limits prescribed above, in which case the

industry shall incorporate noise control measures to attain the above limits. Such measures may include, but are not limited to, the following:

i) Noise Control at Source - selection of quieter equipment or process, installation of mufflers, acoustic enclosures, modification of equipment or process;

ii) Site Planning - orientation of buildings to direct the noise source away from the residential area, spatial separation, including setbacks and sound-insensitive land uses between industry and residences;

iii) Acoustical Barriers - berms, walls, favourable topographical features, or other intervening structures;

iv) Architectural Design - blank walls, placement of windows, building height; and,

v) Construction - acoustical treatment of walls, ceilings, floors and selection of acoustical building materials;

C) Air Pollution

the air pollution standards for industrial emissions set by the Ministry of the Environment (Regulation 15) cannot be met. M.O.E. will determine if the industrial use may cause odour problems, a health hazard or damage to vegetation through the various forms of air pollution;

D) Displacement

the proposed industrial use will interrupt or displace viable existing commercial or residential frontage;

E) Traffic

the proposed industrial use will create a significant increase in traffic, especially trucks, in residential areas. For this reason, major industrial uses should be located on or close to main traffic routes such as John, James, Bay, Cannon or Barton Streets;

F) Parking

the use will create parking problems on adjacent residential streets. It is preferable that parking

be provided on-site, unless other convenient off-street parking facilities are available in the vicinity;

G) External Appearance and Activities

i) the external appearance of the industrial building from the street is not in harmony with the prevailing nature of the streetscape in the vicinity. This would include setbacks and building material to coincide with same on properties in the general area;

ii) the industrial use is oppressive to adjacent uses. Height, bulk and shape of the building and access to sunlight are significant features to be integrated with existing uses; and,

iii) the use involves outside storage of goods, truck loading or other outdoor activities which cannot be screened. The screening may consist of tree planting, berming, fencing, landscaping, etc.; or,

H) Servicing

the use will overload existing servicing capacities for water and/or sewage.

4. Wherever feasible, new industry will be positioned in such a way as to provide its own buffer with adjacent land uses through form and placement of buildings and built-in design features. Council may be flexible in its by-laws regulating developments which incorporate such features.

5. Financial inducements to encourage industries to locate in the Central Area will be explored with the Region through study by the Economic Development Department of similar actions by other cities, special legislation, promotion techniques and possible acquisition of property.

6. Existing industries which are compatible with adjacent land uses or can be made compatible through appropriate buffering or other techniques may remain in their location and will be so recognized in the Zoning By-law. Particular attention will be paid to the screening of outside storage facilities.

7. Industries whose operations may be offensive by virtue of heat, noise, glare, vibration or obnoxious emission or that involve large-scale operations not enclosed in

buildings will be restricted and will be relocated to more appropriate locations to ensure that the amenity of surrounding areas is not jeopardized, where feasible.

8. The appropriate authorities are encouraged to continue and augment their programs to reduce air, noise and water pollution in the Central Area. New industries will be carefully assessed to determine the levels of air, noise and water pollution which may result from their operation.

   This will be implemented through support and co-operation with the Ministry of the Environment, enforcement of the Noise By-law and adherence to the performance standards outlined in Policy 3 above.

RESIDENTIAL

Downtown Hamilton functions as the service centre of the Region, providing economic, social and administrative facilities to a wide area and a large population. Only a fraction of that population resides in the Central Area; however, to maintain and enhance the economic functions, a significant resident population is essential. This population will maintain the vibrancy of the area after working hours and reduce dependency on commuting and transportation facilities.

Therefore, it is intended that the residential component be protected and encouraged in concert with the other uses envisaged, through emphasis on the provision of family housing, mixed residential/commercial developments, preservation of viable residential neighbourhoods and establishment of the necessary supporting human and community services.

POLICIES

HOUSING

1. Residential development is permitted in the Neighbourhood Residential, Commercial Centre and Mixed Use designations.

   The Neighbourhood Residential designation denotes lands where the predominant use is and will continue to be housing. Only uses compatible with housing will be permitted to remain or locate there.

   Within the Commercial Centre designation, residential development will generally be encouraged within mixed-use buildings.

   In the Mixed Use designation, careful attention will be made of the location of any new residential uses in relation to existing commercial and industrial uses so that the residential component is attractive, healthy and liveable. Expansion of existing residential uses within the Mixed Use designation will be in accordance with the following performance standards:

   Residential development is permitted, UNLESS:

   A) <u>Noise</u>

      i) anticipated indoor sound levels for bedroom, sleeping quarters, hospitals, etc., exceed

40 dBA (Leq) between 11:00 p.m. and 7:00 a.m.; or,

ii) anticipated outdoor sound levels at the point of reception in the residential area exceed 50 dBA (Leq) between 11:00 p.m. and 7:00 a.m. or 55 dBA (Leq) between 7:00 a.m. and 11:00 p.m.;

B) Noise Control

the general noise level is anticipated to exceed the limits prescribed above, in which case the residential development shall incorporate noise control measures to attain the above limits. Such measures may include, but are not limited to, the following:

i) Site Planning - orientation of buildings and outdoor recreational areas with respect to noise sources, spatial separation and setbacks;

ii) Acoustical Barriers - berms, walks, topographic features, other intervening structures;

iii) Architectural Design - room and corridor arrangement, blank walls, placement of windows, balconies and courtyards, building height; and,

iv) Construction - acoustical treatment of walls, ceilings, windows and doors, air conditioning;

C) Air Pollution

it is proposed adjacent to industrial or commercial uses which may cause nuisance to the living environment through emissions that may lead to health problems, damage to vegatation or odours;

D) Screening

the residential development cannot be screened from adjacent industries. Such screening may consist of tree planting, berming, fencing, landscaping or other appropriate measures deemed necessary by the M.O.E.;

E) Interference

i) the residential use will interfere with existing industrial operations through complaints by residents regarding emissions and noise, appearance, expansion or other activities;

ii) the residential use will interfere with normal industrial activities to and from the site such as truck traffic or employee traffic; or,

iii) the residential use will limit the ability of industrial uses to expand or will break up existing clusters of industrial uses; or,

F) Parking

the residential use will reduce the amount of parking space existing in the vicinity for industrial and for commercial uses. Parking for new residential uses should be provided on-site.

2. More housing of all types and for all incomes will be encouraged within the Central Area in the appropriate locations.

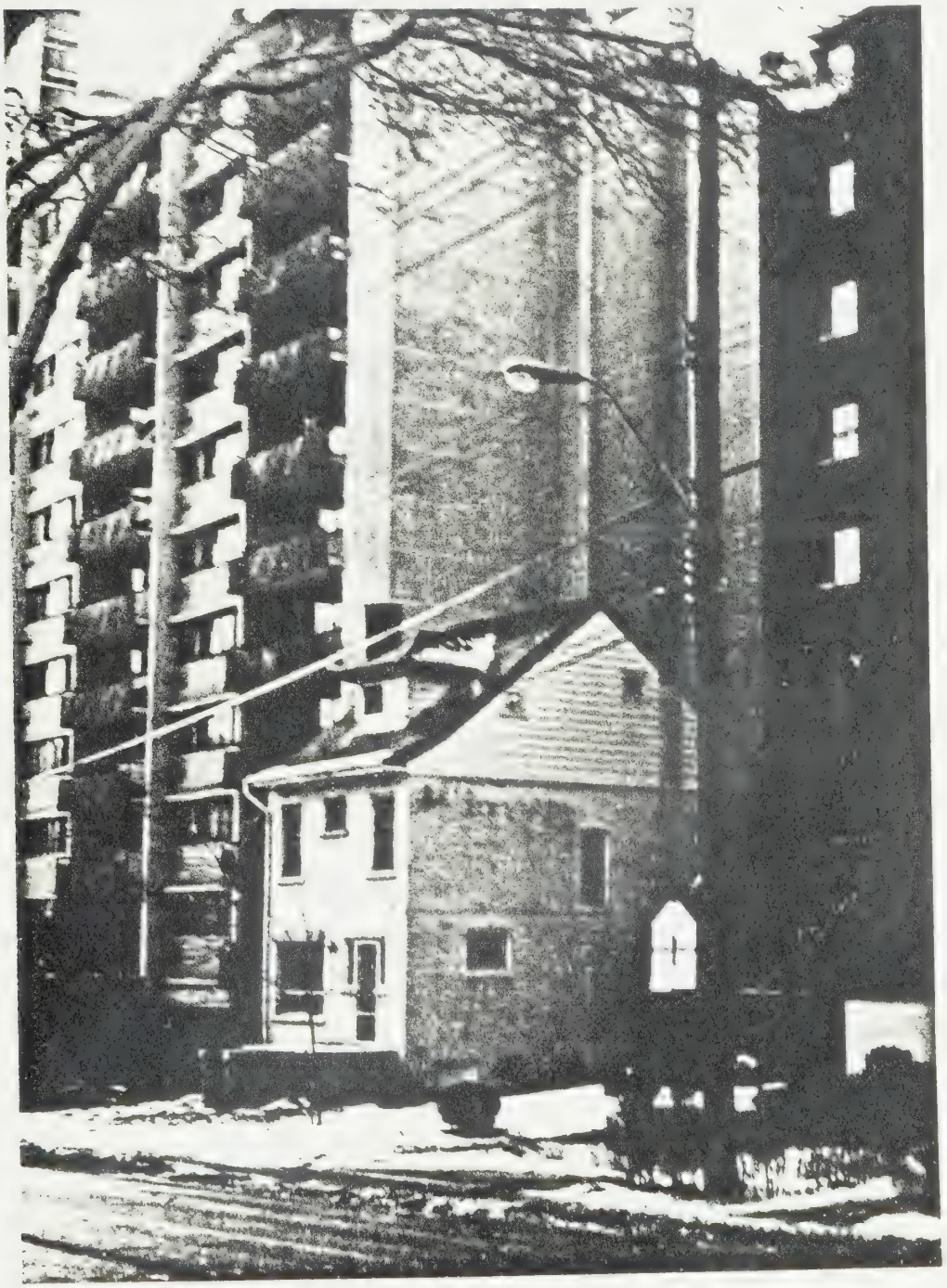
3. Within the Neighbourhood Residential designation, a variety of housing types ranging from single-family to townhouse and apartment units will be promoted, taking into account adjacent uses and available services in the vicinity. Units ranging from bachelor to multi-bedroom will be available. High-density, low-rise units for families will be particularly encouraged.

4. Council will ensure that new residential development in the Central Area can be properly serviced by hard services.

NEIGHBOURHOOD PRESERVATION

5. Durand, Corktown and the North End Neighbourhoods will be preserved as prime residential locations where residential development will be enhanced and protected through provision of human and community services, zoning protection, re-routing of traffic, separation and buffering of incompatible uses and other measures which will meet that objective.

6. In general, residential uses within the Central Area will be preserved and buffered from incompatible uses and other conflicts which lessen the residential amenity.



7. In keeping with existing policy, through-traffic will be re-routed away from the interior of the Neighbourhood and directed to the arterial roads on the periphery.

   The appropriate agencies will investigate and develop a plan to reduce traffic within Neighbourhoods through signs, deterrents and other means.

8. Residential areas which are viable and cohesive will be protected from strip commercial development and encroachments and its effects such as noise, littler, traffic and parking problems which would adversely affect the residential amenity and cause it to be less attractive.

REDEVELOPMENT AND RENOVATION

9. Development alternatives to high-rise apartment buildings in Durand, Corktown and the North End Neighbourhoods will be encouraged in the form of low-rise, medium-density developments which are energy efficient, protect existing views and vistas and are of a high architectural standard.

10. New development which will create conflicts with existing residential development will not be permitted. New development should be located, architecturally designed, buffered and faced to minimize the impact on adjoining residential buildings and to create a form and style consistent with the area in which it is located. This does not preclude the juxtaposition of differing uses. If the uses are compatible or can be made compatible through design, setbacks, buffering or other measures, such new uses are permissible.

11. Areas of older or deteriorating housing will be preserved, wherever possible and desirable, through implementation of housing revitalization programs and other forms of investment designed to preserve such housing.

12. Redevelopment, where encouraged within Neighbourhoods, will be in the form of infilling of a scale and design which is compatible with existing development, energy efficient, and provides for high densities at low scale.

RESIDENTIAL TO DOWNTOWN LINKS

13. Where feasible, residential areas will be linked to the downtown core by means of pedestrian walkways,

bicycle paths and other greenway linkages which will permit residents to lessen their dependence on the car while creating pleasant walking/cycling routes.

COMMUNITY FACILITIES

14. In all Neighbourhoods, the existing infrastructure of community facilities and services such as schools, hospitals, day-care facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained, improved and augmented.

MIXED RESIDENTIAL/COMMERCIAL

15. In the Central Area, mixed commercial/residential developments will be encouraged, along with appropriate accessory services within the building such as a grocery store, recreation facility, hairdresser, drug store, etc. In the Mixed Use and Commercial Centre designations, high-density mixed-use developments will be particularly encouraged.

16. Where a residential segment is provided within a commercial building, Council may relax certain zoning requirements as an incentive for such uses.

INSTITUTIONAL AND RECREATIONAL

It is generally intended that the concentration of cultural, entertainment, institutional and recreational activities in the Central Area be optimized to provide an attractive social environment.

The Central Area already has a well-developed nucleus of institutional and recreational uses. This nucleus is anticipated and encouraged to expand, particularly in the recreational field, in order to draw more people to the area.

It is intended that the existing natural assets - the Escarpment and the Bay - be properly utilized for park and recreational purposes to improve the quality of life and the City's image.

It is intended to promote the Central Area's existing cultural and entertainment amenities as attractions to people from within and outside the Central Area, City and Region. It is further intended to attract the necessary complement of institutional, social service and recreational facilities to support the Central Area and balance other forms of development; and to improve upon the provision of parks and open space within the Central Area. This is particularly critical for the Escarpment and the Bay.

POLICIES

INSTITUTIONAL AND RECREATIONAL

1. Institutional and recreational uses will be permitted anywhere in the Central Area; however, in the Mixed Use and Mixed Industrial/Commercial designations, such uses may only be established in accordance with the following performance standards:

   Institutional and recreational development is permitted, UNLESS:

   A) <u>Noise</u>

      i) anticipated outdoor sound levels at the point of reception in a recreational area exceed 55 dBA (Leq) between 7:00 a.m. and 11:00 p.m.;

      ii) anticipated indoor sound levels for general offices, reception areas, concert halls, etc., exceed 50 dBA (Leq) between 7:00 a.m. and 11:00 p.m.; or,

iii) anticipated indoor sound levels for sleeping quarters and hospitals exceed 40 dBA (Leq) between 11:00 p.m. and 7:00 a.m.;

B) Noise Control

noise attenuation measures are not included, where necessary, to the satisfaction of the M.O.E.;

C) Interference

i) it is proposed adjacent to an industrial or commercial use which may reduce the enjoyment of persons using the institutional or recreational facility because of noise, vibration, odour or other emission;

ii) it cannot be screened from adjacent industries. Such screening may consist of tree planting, berming, fencing, landscaping or other measures;

iii) it will interfere with normal industrial activities to and from the site such as truck or employee traffic; or,

iv) it will limit the ability of industrial uses to expand or will break up existing clusters of industrial uses; or,

D) Parking

it will reduce the amount of parking space existing in the vicinity for industrial and/or commercial uses.

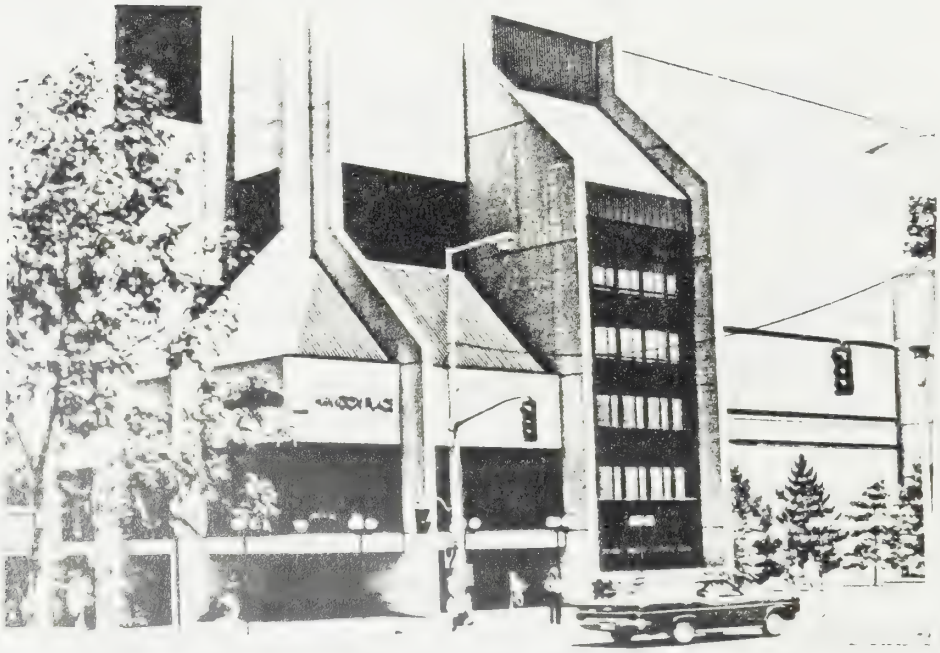
2. The Central Area's existing inventory of institutional uses will be maintained and promoted, linked and expanded in order to stimulate development of other land uses and attract people to the area, particularly in non-working hours.

3. New institutional uses will be encouraged to locate in the Central Area on sites adjacent to other institutional or commercial uses to permit the sharing of parking and other facilities. The location should be in accordance with the following provisions:

i) Sufficient off-street parking will be provided, with particular attention to on-site locations, and buffer and landscape treatment, where appropriate;

ii) The proposal is of a scale that will be compatible to and integrate with the character of established or proposed development in the surrounding area; and,

iii) The location takes into account the needs and requirements of its users and/or occupants, especially senior citizens or handicapped persons.



4. Where feasible, existing institutional facilities will be utilized as community social centres. This is particularly relevant for schools whose overall service within the Central Area is often underutilized.

5. School sites will be maximized as social, recreational and community centres after school hours. Special consideration will be given to the social/community function of schools in the Central Area where closure is considered. In addition, compatible uses will be permitted to locate within school buildings, if this will serve to keep the school open.

CENTRAL PUBLIC SCHOOL/*75 Hunter Street West/1853. 'The building is commodious, well ventilated, and delightfully situated, and adjacent to it are the respective playgrounds and gymnasiums for the male and female scholars . . . All drink of the same fountains of mind-invigorating knowledge, and judging from the happy faces and cleanly appearance of the whole, we should say that none have partaken in vain.' (Press notice, 1853)*

TOURIST FACILITIES

6. Tourist facilities and services which would attract people to the City and the downtown area will be located in the Central Area to make use of the existing Central Area attributes and infrastructure, e.g., the Bay, Escarpment, views, vistas, Civic Square, etc. Such facilities could include 'a restaurant with a view' on the Escarpment brow, reinstallation of the incline railway, boat tours on the Bay, sight-seeing tours throughout the Central Area, etc.

7. Tourism will be promoted in the downtown, Central Area and City.

   To implement this, Council will provide such measures as signs giving directions to tourists, notices re: hours of opening of tourist facilities and other promotional and facilitating techniques.

HUMAN SERVICES

8. Social service agencies, health services and recreation facilities will be encouraged and given incentives to expand in the Central Area to provide the necessary inducement for residential development in the area and support for a high employment population. Such facilities should include services for families and persons with special needs, e.g., day-care, employment counselling, sports facilities, exercise centres, drop-in centres, health clinics, etc. Wherever feasible, such services will be located within office and residential buildings.

9. In areas of large numbers of senior citizens such as Durand Neighbourhood, provision will be made, where feasible, for special facilities required or desired by this sector of the population, i.e., level walking surfaces, elevators and escalators, rest areas, benches, drinking fountains, short distance to shopping, entertainment, etc.

PARKS/OPEN SPACE

10. The amount of park space in the Central Area will be greatly increased through priority development of proposed Neighbourhood parks in Corktown, Central and Beasley and the designation and development of special park areas along the waterfront and along the Escarpment as shown on Schedule 'A'.

11. Council will encourage the improvement and expansion of the Bruce Trail through the Central Area.

12. The waterfront area will receive particular attention for park/open space development. In this location, park design and facilities will take maximum advantage of the setting available and the benefits accruing to residents of the Central Area and City. In this regard, pedestrian and bicycle linkage to Dundurn Park to the west will be explored.

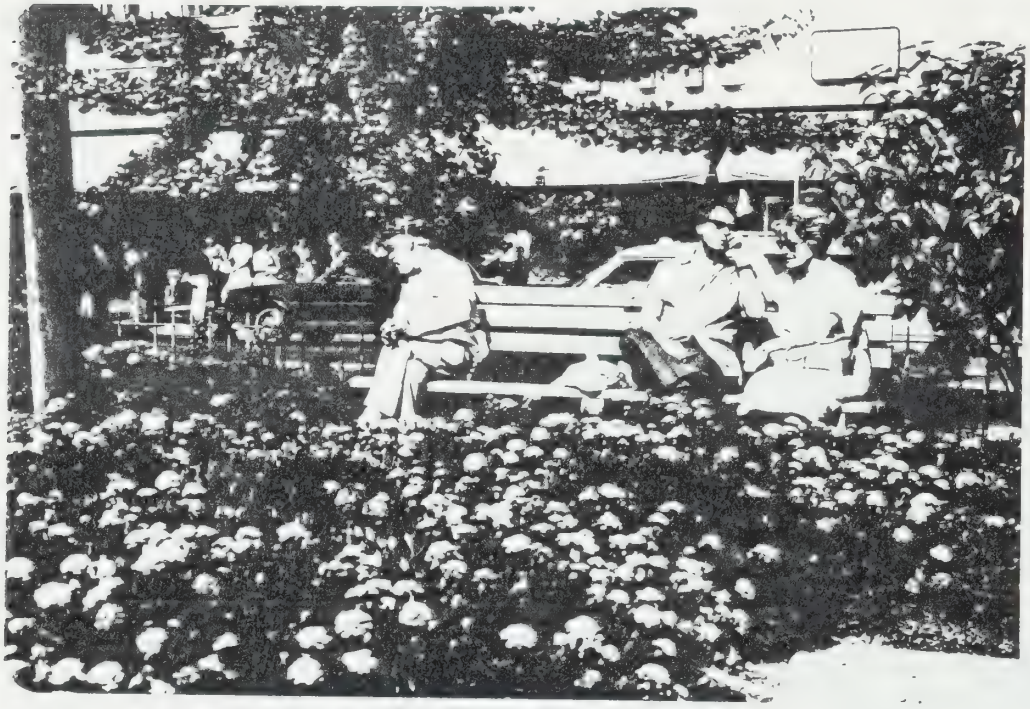
13. The attraction of the Bay as a recreational resource will be enhanced.

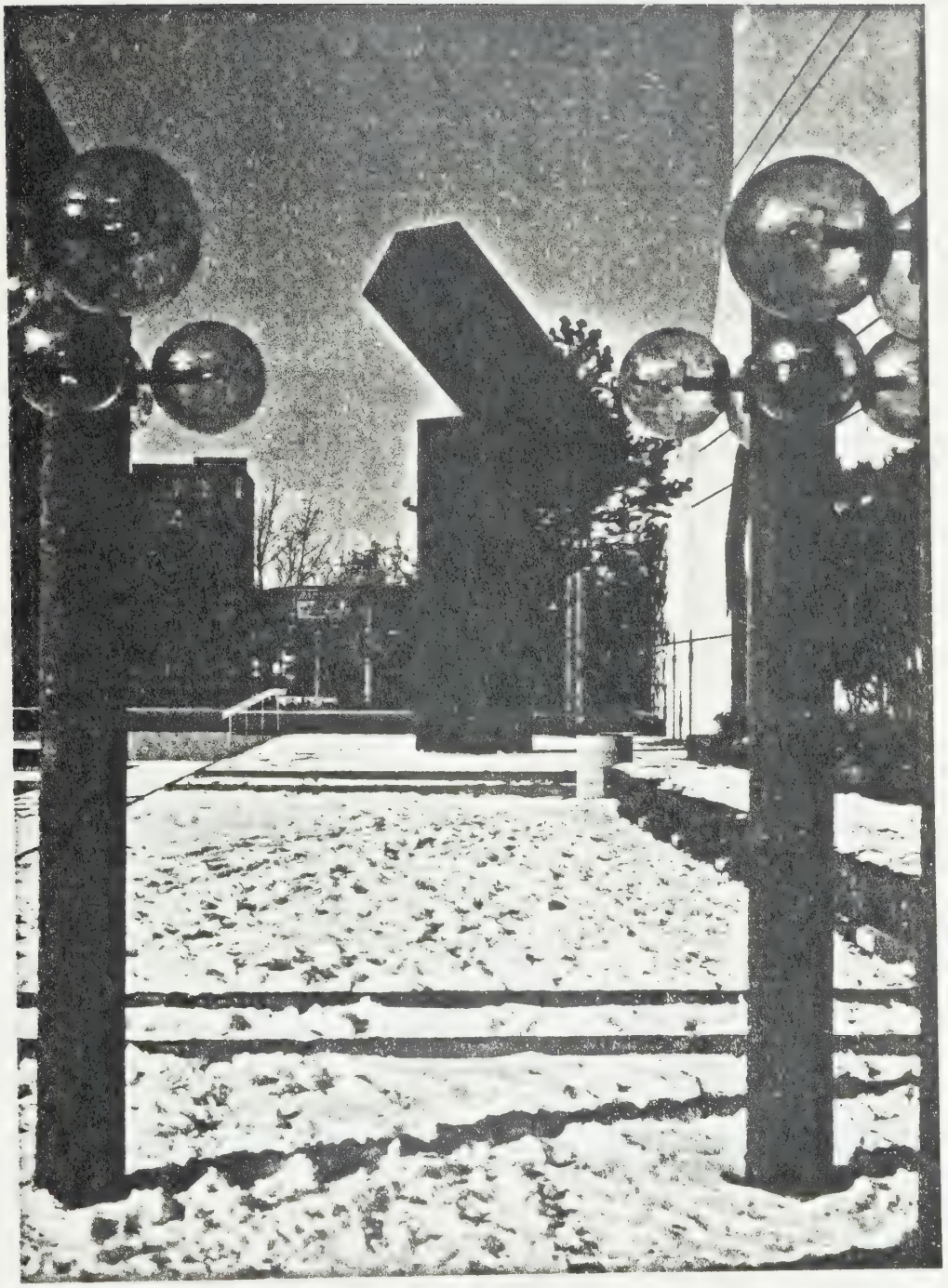
    Implementation will be through Council support for ways and means to improve the water quality so that the Bay is a pleasant place to canoe, sail, row, swim, fish or view from land or water, for all users. The adequacy of engineering services in the Central Area will be carefully examined as a means to improve the Bay's water quality.

14. The recommendations and improvements outlined in the 'Lloyd D. Jackson Square Plaza Improvement Study' will be implemented, where possible, in order that Jackson Square's potential is realized.

15. Large parks serving a community area will be set aside for active play space and amateur sports. In general, neighbourhood parks serving the immediate neighbourhood will be used for passive recreation and playgrounds for young children.

16. Gore Park will be expanded, along with the pedestrian priority of King Street, to provide a more lively and natural downtown focus for shoppers, workers and visitors.





17. Other passive open space such as piazzas, landscaped areas, small open areas for sitting, pedestrian walkways, etc., will be provided throughout the Central Area, especially the downtown core, to contribute to the general amenity.

18. A special walkway link will be promoted between Jackson Square and Hess Village to encourage interaction between the two commercial areas, and promote Hamilton's image of providing interesting alternatives for shopping and sight-seeing.

19. Within the Central Area, park links will be encouraged as shown on Schedule 'A'. The links will be composed of pedestrian walkways, bicycle paths and easements in an imaginative design. This will form, where feasible, a continuous parks and recreation system from the Escarpment to the Bay. It will also facilitate direct access to adjacent parks, residential areas, the downtown core and other pedestrian destinations within the City.

20. A special walkway link will be encouraged from Durand Park along Park Street via City Hall to Jackson Square.

21. Where feasible, laneways and alleys will be developed as special open space link areas within the urban environment.

22. Special areas will be set aside for integrated park and residential development designed to revive and humanize existing older Neighbourhoods.

RECREATION FACILITIES

23. As an alternative and eastern anchor on King Street East to Jackson Square, a commercial recreation centre will be designated in the vicinity of Ferguson and Wellington Streets at King Street East. This centre should be operated on a pay-as-you-play basis and feature a range of activities and facilities which will draw families and all age groups to the downtown, especially evenings and on weekends.

24. Council will provide a swimming and wading pool and artificial ice rink in a central location within the downtown area, such as Jackson Square, City Hall or Gore Park.

25. In order to enliven the downtown, Council will encourage such amenities as afternoon cinemas, downtown concerts and other spectator events in outdoor settings.

26. Council will endeavour to find an arena location within the Central Area to augment and reinforce existing recreational facilities and attract people to the area. The arena location will meet the following criteria:

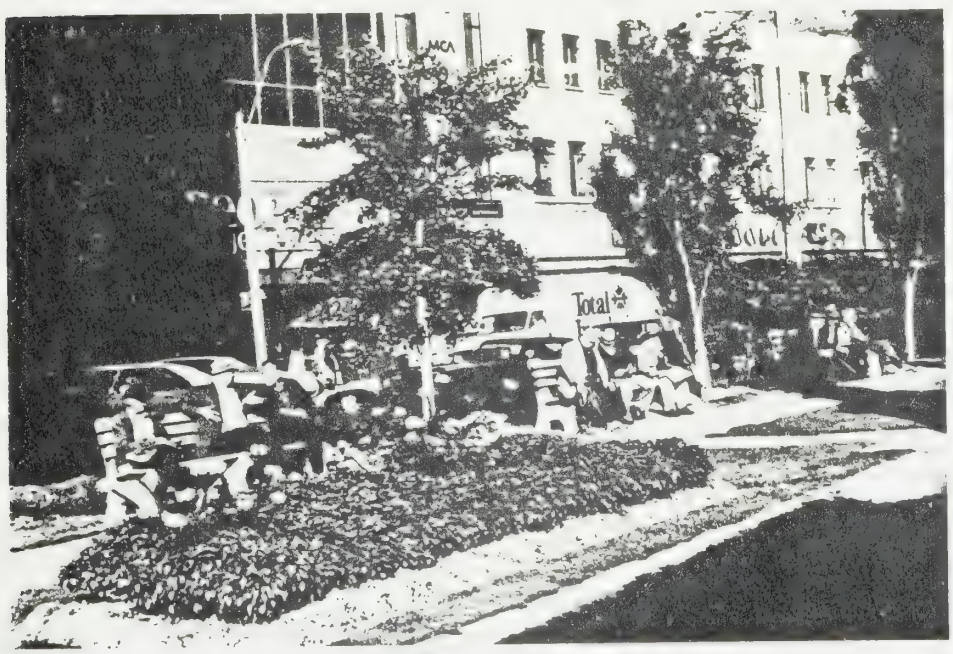
i) accessible without unduly increasing traffic in residential Neighbourhoods;

ii) located where it will not create conflicts with adjacent uses;

iii) accessible to adequate parking facilities, either on-site or in the surrounding area;

iv) close to public transit; and,

v) with potential for multi-functional uses, i.e., shops, hotels, etc.



MOVEMENT

If the Central Area is to function as the primary regional employment centre, it is essential that an efficient transportation system is provided to move people and goods into and within the area, particularly, the downtown. This will involve pedestrian systems, bicycle, bus, car, truck and rail facilities, and includes parking, loading and distribution points.

A prime consideration is the need to integrate the transportation system into the desired living and working environment in such a way that the efficiency of the transportation system does not undermine the attractiveness of the area as a place to walk, sit, cycle or browse. The intention is to move people into and out of the Central Area with minimum disruption to persons already within the area.

A key improvement for the Central Area will be the diversion of through-traffic away from the Central Area and an increased emphasis on the pedestrian rather than the motor vehicle.

It is the intent of this Plan to provide an effective transportation system to move people and goods into and within the downtown to enhance its business and commercial function; and to provide a pedestrian circulation system in appropriate locations to enhance and promote existing commercial facilities. Inherent in the overall intent is a recognized preference for the pedestrian amenity at the expense of moving vehicles as quickly as possible through the shopping areas. The Plan is promoting a lower level of service than is currently provided for the automobile, and a higher level of service for the pedestrian, in critical areas.

POLICIES

TRAFFIC

1. Any decision on the priority for new roads should take into account the new philosophy for the Central Area, especially the importance of the Central Area in providing a high level of service to the whole Region, the creation of new jobs, energy efficiency and improved environmental quality in the Central Area, in terms of amenity and safety.

In this regard, the proposed Perimeter Road should receive special consideration. In addition, the Perimeter Road interchanges should be located in a manner which will discourage access for through-traffic into the downtown.

2. Council will recommend that the Perimeter Road be constructed according to definite design considerations between Queen Street and Victoria Avenue so that it does not isolate the North End and the Bay from the rest of the Central Area.

3. A new system of truck and through-traffic routes should be established. These routes should avoid both the City Centre and residential areas, wherever feasible. Street widenings will be avoided, if possible.

   Implementation will be through a detailed traffic study.

4. Wherever feasible, through-traffic will be re-routed away from residential areas, especially Durand, Corktown and the North End, to minimize disturbance and enhance the residential amenity.

PEDESTRIAN MOVEMENT

5. Pedestrians will be given priority over traffic on King Street East in order to stimulate pedestrian circulation in this area and enhance its economic well-being. Once established on King Street, the pedestrian priority areas will be expanded, if practicable, to King William Street, James Street, or other intersecting streets, so that a pedestrian network is created.

   Implementation will be through investigation of the most appropriate measures to be undertaken, such as sidewalk widening, roadway narrowing, timing of traffic signals, placing of street furniture and greenery, human-scale lighting, or other measures or combinations of measures which will achieve pedestrian priority.

   Implementation will also be through investigation of alternative transportation patterns and the provision of facilities, where necessary.

6. When new facilities are constructed which will significantly alter the traffic pattern or the potential for changing the traffic pattern in the Central Area of the City, Council will, from time to time, conduct reviews of the downtown traffic system in order to re-assess the feasibility of enhancing pedestrian flow and pedestrian amenities in general by such measures as are referred to in Policy #5 above.

7. Pedestrian links in the form of widened sidewalks, pedestrian malls, boulevards, street closings, utilization of lanes and alleys, etc., will be encouraged between Hess Village, James Street North and James Street South to Jackson Square and the Civic Square project to connect the various commercial areas. The links are shown on Schedule 'A'.

8. Wherever feasible and desirable, vehicular and pedestrian traffic will be separated by means of +15* pedestrian walkways, tunnelization of streets, pedestrian malls, underground bus terminal or other means. In the area circumscribing Jackson Square on the north, west and south, the +15 circulation system will be extended as new development occurs. On King Street East, circulation will remain at ground level. Detailed study will delineate the area within which the +15 circulation system will be required for development and redevelopment. Detailed studies will also examine appropriate uses at the +15 level and the integration of a loading and unloading system.

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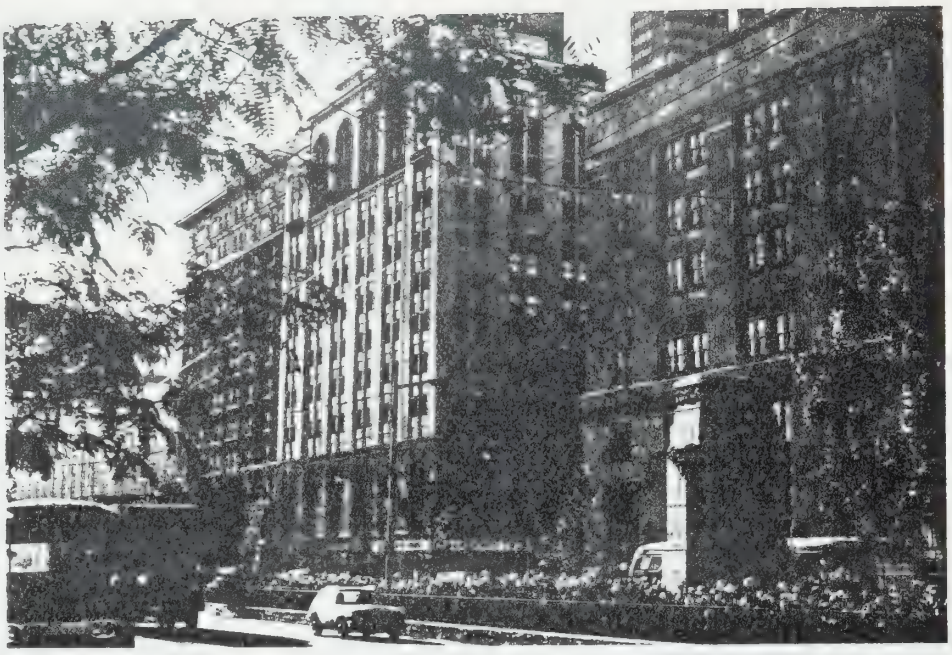
* A term used to denote a pedestrian circulation system one storey above street level.



9. Certain streets are recommended for special study designed to make them more attractive to pedestrians. These streets include, but are not limited to, James Street North from Main to Wilson, and King Street East from James to Wellington, as priorities. The measures include street narrowing, landscaping, removal of on-street parking, etc.

10. To improve access to and within the downtown for mothers with small children, handicapped and disabled persons using wheelchairs and the elderly, street sidewalk ramps should be provided at all street crossings, as well as stairways with proper handrails, escalators and elevators, where appropriate.

11. Where feasible, Council will provide walkway systems to link residential neighbourhoods in the Central Area with the downtown core. These routes should avoid arterial and collector roads, wherever possible. Instead, laneways, alleyways and public parks will be utilized.

    Implementation will be through detailed study establishing the most suitable locations.

PARKING

12. Where required, parking, loading and docking facilities for new commercial developments will be encouraged underground or grouped in parking structures.

13. On-street parking on arterial and collector streets will be removed in order to improve traffic flow and permit widening of sidewalks, wherever feasible. Where sidewalks are widened, provision may be made for loading and parking bays. Consideration may be given to parking on non-arterials in evenings and on weekends.

14. The use of off-street parking lots will be encouraged. Such lots should be strategically located and grouped to provide maximum accessibility for vehicular traffic from outside the downtown areas, while being close to the shopping and working areas where pedestrian access is important.

    Implementation will be through examination of such measures as connections to shopping areas, lower fees for short-term parking (shoppers) and higher fees for long-term parking (commuters).

15. Council will require the screening and buffering of all off-street parking lots through tree planting, fencing or other measures which will camouflage this use from public view. At the same time, such lots should be provided with adequate signs to identify them.

16. To support an increased employment and shopping population and encourage pedestrian movement, multi-level parking structures, in conjunction with new development, will be recommended in appropriate locations adjacent to the downtown pedestrian areas. Parking for new developments should be grouped in such structures, and such structures should optimally be part of a mixed-use development. The provision of a multi-use carpark as first priority north or south of King Street East between Catharine and Wellington Streets will be examined.

RAIL

17. Wherever feasible, Council will encourage railway lines which do not require a Central Area location, e.g., on Ferguson Avenue, to be relocated or removed entirely to enhance the amenity of the area.

    Railway links which may serve commuters now or in the future should be retained.

19. The passenger rail service between Toronto and Hamilton should be improved.

    Implementation will be through overtures by Council to the appropriate Authorities.

PUBLIC TRANSIT

20. The bus service between Toronto and Hamilton should be improved.

    Implementation will be through Council advising and lobbying TATOA (Toronto Area Transit Operating Authority).

21. The use of public transit to and from the downtown core will be encouraged.

    Implementation will be through Council encourating the Region to investigate and implement various methods such as reduced fares, bus passes, special rates, shuttle buses, uniform fare zones, no-fare zones, jitneys, shopper specials or other methods.

22. The public transit system provided by the Hamilton Street Railway should be re-routed and rescheduled in order to reduce as much bus traffic as possible on King Street East at Gore Park, while maintaining good access to bus pick-up points for the pedestrian.

Implementation will be through study of alternatives in conjunction with the overall traffic study.

23. The public transportation system should be more efficient.

Implementation will be through study of the appropriate methods, such as bus lanes at rush hour, no stopping in bus lanes, synchronization of routes, more transfer points and terminals, and one-way bus routes.

24. A new, innovative rapid transit system linking the downtown to the rest of the City via existing rail routes will be promoted.

Implementation will be through input to the Regional studies.

25. A multi-mode transportation terminal should be provided in the Central Area for trains, inter-urban and intra-urban buses and rapid transit, with adequate parking nearby and connected to a major commercial development.

Implementation will be through a feasibility study in conjunction with the appropriate Regional Authority.

26. Council will review the bus terminal location in the context of the following criteria:

i) proximity to other forms of public transit;

ii) proximity to pedestrian routes;

iii) proximity to and integration with employment/ retail centres; and,

iv) ease of access for buses.

The site should preferably be east of James Street and north of King Street.

BICYCLE SYSTEM

27. A bicycle path system will be recommended for the Central Area utilizing laneways, alleys, cul-de-sacs and parks, and avoiding, whever possible, arterial and collector roads.

28. To promote and facilitate bicycle usage as an alternative to the automobile, Council will encourage bicycle storage racks throughout the downtown area, where feasible, and bicycle transportation areas on public transit vehicles.

AIR SERVICE

29. To improve access to and from the City and downtown for business people and the public, Council will encourage the appropriate Authorities to expand the Hamilton Civic Airport.

Implementation will be through Council support of Regional efforts in this regard.

URBAN DESIGN

It is intended that the character and role of the Central Area will be enriched through urban design principles to ensure an attractive environment, while supporting its economic well-being.

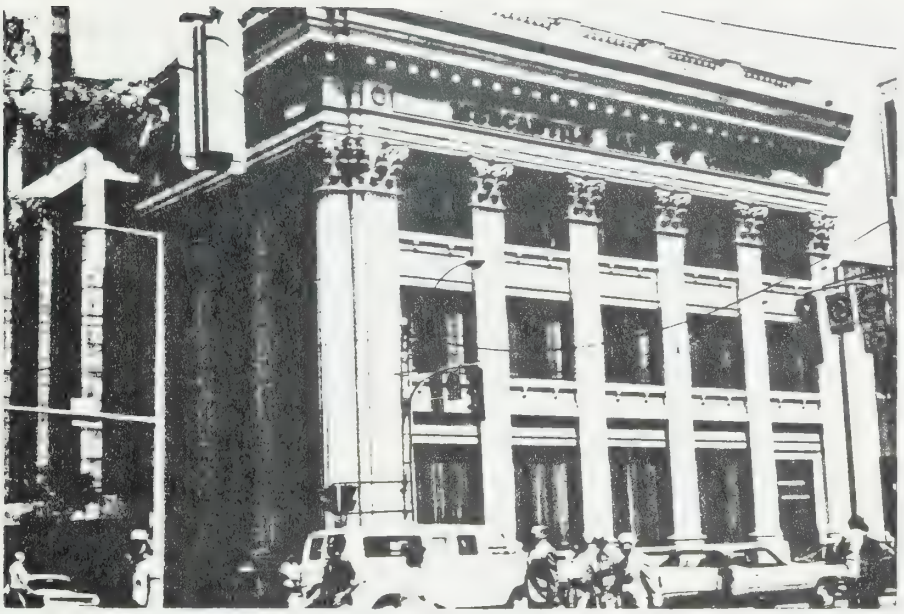
In keeping with the intent that a pleasing Central Area environment must be created to attract and support the investment and private initiative necessary to make the area grow and expand, urban design policies are provided.

The intention of such policies is to ensure a high level of architectural and design standards to make the Central Area more attractive and to provide some measure of consistency and continuity throughout the area. Included in this is the preservation and highlighting of historic buildings, the protection of existing views and vistas and the creation of interesting and innovative mixed land use facilities.

POLICIES

BUILDING DESIGN

1. To create a more attractive and cohesive downtown environment, architectural excellence and co-ordination will be promoted.



2. Buildings and areas of architectural and historical significance should be preserved.

   Implementation will occur through Council consideration of the recommendations of the Local Architectural Conservation Advisory Committee (LACAC).

3. Where feasible, innovative building designs and layouts will be considered. These are encouraged, especially if they involve mixing of land uses or integration of varying elements.

4. Council will encourage building design which respects the human scale. Height, bulk, exterior design, pedestrian access and pedestrian amenities will be incorporated at a level which is conducive to human interaction and accessibility.

5. The design and positioning of new buildings will be particularly sensitive to the need for sunlight of adjacent buildings, as well as the subject building itself.

6. Council will consider height and bulk ordinances for new buildings in the downtown core in accordance with proper architectural design principles. Council supports general preservation of the view of the Escarpment from the downtown area.

7. Council will encourage the consideration of building setbacks and the imaginative development for pedestrians of the setback area through provision of awning and other protective measures.

8. Council will encourage safety considerations to be incorporated into existing and new developments, i.e., special lighting, access, openness to public view, etc., to reduce crime and promote use.

9. New buildings proposed on prominent sites will receive special design considerations in order to fulfill their key contribution as landmarks. For example, the termination of York Blvd. should be developed as a landmark projecting the Central Area's desired image to persons entering the City.

10. The area surrounding Gore Park should be given particular design attention so that new development maintains the sense of enclosure already present in Gore Park and the buildings reflect and enhance its human scale.

11. The area between Hess Village and Jackson Square should be carefully designed to ensure compatible development and proper pedestrian linkage.

Implementation will be through a detailed design study, followed by application of site plan control.

12. Redevelopment and rehabilitation projects will incorporate recreational and leisure facilities within their structures or acreage.

    Implementation will be through competitions which may be initiated for City-owned property.

13. New development in the form of low-rise, high-density structures are encouraged.

14. Where feasible, entire city blocks or other city areas will be redeveloped on a block-building basis, utilizing a continuous building area on the perimeter, with open space/recreation area in the interior.

STREETSCAPE

15. Throughout the Central Area, Council will endeavour to improve the streetscape through provision and co-ordination of sidewalk material, street lights, pedestrian lighting, the provision of street furniture and rest areas, kiosks, information booths, fountains, trees and flowers, etc.

16. Wherever feasible, parking lots will be relocated to parking structures, underground lots or other facilities, or buffered in such a way that it will remove or camouflage this use from public view.

17. A neat, clean image should be presented in the Central Area and the downtown in particular.

    Implementation will be through cosmetic improvement schemes which may include such measures as the removal of old advertisements, billboards and over-hanging signs, brick cleaning, repainting, refacing, etc.

ENERGY CONSERVATION

It is the intent of this Plan that the Central Area be energy efficient.

In this era of increasing energy costs and dwindling resources, energy conservation has become an overriding concern.

It is intended that energy conservation emerge an an important objective in delineating a growth and management strategy for the Central Area.

POLICIES

ENERGY EFFICIENCY IN BUILDINGS

1. Council will promote energy-efficient construction, heating, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings and site plans for major buildings in the Central Area.

2. Wherever feasible, mixed-use developments and buildings will be encouraged as a means to conserve by reducing the number and length of journeys between home, work and shop.

ENERGY EFFICIENCY IN LAND USE

3. Diverse but compatible land uses will be concentrated in the Central Area. This will particularly include residential and commercial uses which should be combined, where appropriate. This will cut the number and length of journeys needed by having people live near shopping, work and other facilities.

TRANSPORTATION

4. Council will promote the use of public transit through investment and improvement in that mode of transportation over the private automobile and expensive road building and improvements. This does not preclude construction of the Perimeter Road, which will divert traffic away from the Central Area.

5. Council will promote the use of bicycles as an energy-efficient alternative to the automobile.

NEW TECHNOLOGY

6. Council will explore new energy-efficient technologies and apply them to the Central Area development, whenever possible. This may include district heating, solar heating, wind power, etc.

7. The effectiveness of energy-conservation techniques should be improved.

   Implementation will be through Council overtures to other levels of government to ensure this.

MAP INTERPRETATION

SCHEDULE 'A'
CENTRAL AREA LAND USE STRATEGY 2001

Future uses in the Central Area will be in accordance with the general designations on Schedule "A".

Land uses will be in accordance with the following:

1. The Commercial Centre designation denotes lands to be used intensively. The lands will primarily be for commercial use, but also for other uses in the "Mixed Use" category, except industry.

2. The Neighbourhood Residential designation denotes lands to be used for:

   - Residential
   - Neighbourhood Commercial
   - Neighbourhood Institutional
   - Neighbourhood Recreational
   - all ancillary uses.

   Where uses are defined as "Neighbourhood" such as Neighbourhood Commercial, Neighbourhood Institutional and Neighbourhood Recreational, it will mean that the uses are of a scale and type which is oriented to the needs of the Neighbourhood.

3. The Parks and Open Space designation denotes lands to be used for:

   - Recreational
   - all ancillary uses.

4. The Mixed Use designation denotes lands to be used for the following uses where they are compatible with their surroundings:

   - Industrial
   - Commercial
   - Residential
   - Institutional
   - Recreational
   - all ancillary uses.

   Compatibility of uses will be determined by performance standards enunciated in the policies.

5. The Mixed Industrial/Commercial designation denotes lands to be used for the following uses where they are compatible with their surroundings:

   - Industrial
   - Commercial
   - Recreational

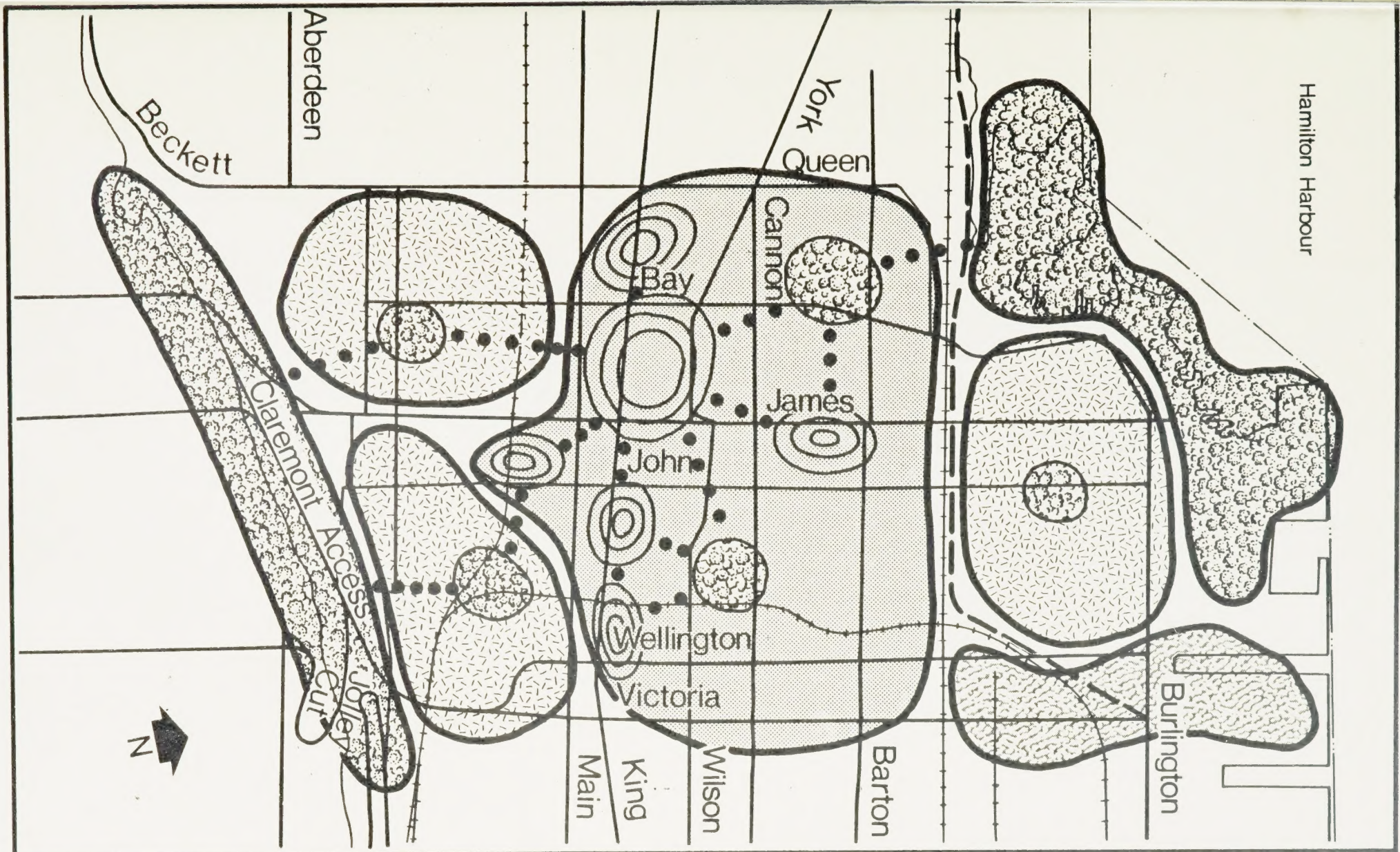
- Institutional
- all ancillary uses.

Compatibility of uses will be determined by performance standards enunciated in the policies.

6. Links shown on the Schedule denote desired pedestrian links between Parks and Open Space designations. Links between Commercial Centre designations denote a continuous commercial dominance and exchange.

DEFINITIONS

For the purpose of the Central Area Plan, "industrial" will mean use for manufacturing, assembly and storage; "commercial" will mean use for buying and selling of goods and services and offices; "residential" will mean use for living; "institutional" will mean use for public, educational, religious or charitable purposes; "recreational" will mean natural areas for passive recreation and sports fields and buildings for active recreation.



CENTRAL AREA LAND USE STRATEGY 2001

Scale: 1:20,000

- Neighbourhood Residential
- Commercial Centre
- Pedestrian Links
- Mixed Use
- Mixed Industrial / Commercial
- Parks and Open Space

Schedule A

URBAN/